# WELCOME

## LINK OPERATIONS AND MAINTENANCE SATELLITE FACILITY (OMSF)

### The purpose of tonight's meeting is to:

- Make project staff available to answer questions about the Project, site alternatives, and the information in the Draft Environmental Impact Statement (DEIS).
- Provide an opportunity for members of the public to leave written comment and/or provide public comment to Sound Transit during the public hearing.
  - Comments submitted during the DEIS comment period will be considered by the Sound Transit Board prior to identifying a preferred site alternative and will be addressed in the Final EIS, anticipated in 2015.

### Agenda

**5:00 - 7:30 p.m. Open house**

- Meet with project staff and view display boards, graphics, and DEIS information
- Provide written comment during the open house

**5:30 p.m. Public hearing**

- Introductions
- Public comment ground rules
- Public comment

**7:30 p.m. Meeting adjourns**

JUNE 2014

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# HOW TO COMMENT AND STAY INVOLVED

## LINK OPERATIONS AND MAINTENANCE SATELLITE FACILITY (OMSF)

### We want to hear from you!

**Comment tonight in person,** by email, or by mail

**Comment deadline:** June 23, 2014

Please provide your name and include a return mailing address with all comments.

**Stay involved and receive regular updates:** soundtransit.org/subscribe

**During the environmental review process Sound Transit will:**

- Ask for public comment and input before the Sound Transit Board identifies a preferred site alternative
- Consider public input gathered during the DEIS phase and address public comment in the Final EIS
- Notify residents, potentially impacted property owners, and community stakeholders, of opportunities to get involved and comment, and of major milestones and decisions

### The DEIS is easy to find:

**Online:** soundtransit.org/omsf

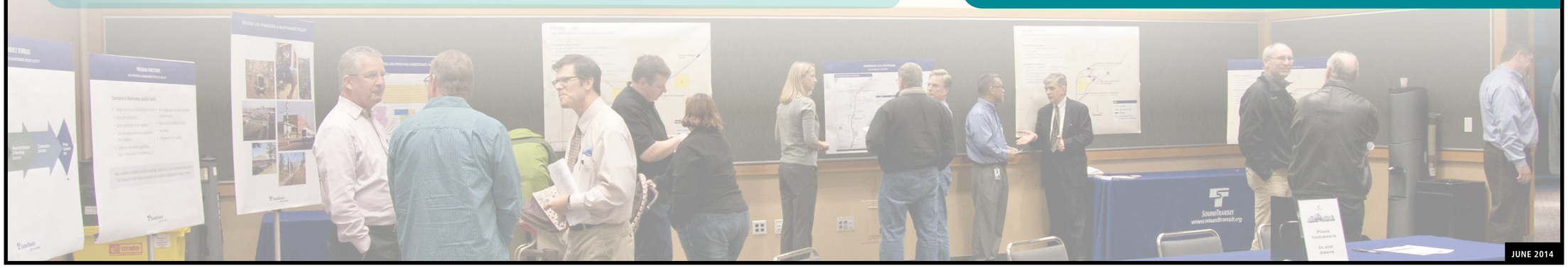
**At libraries:**

- WA State
- Lynnwood
- Bellevue Regional

**To purchase a print copy call:**
206-398-5464

**Provide comments by e-mail:**
omsf@soundtransit.org

**Or by mail:**
Attention: OMSF DEIS Comments
Sound Transit
Union Station
401 South Jackson Street
Seattle, WA 98104-2826

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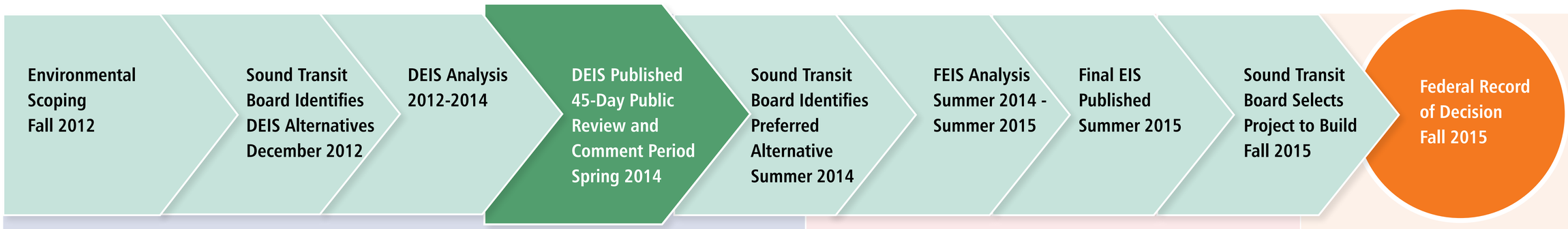
# SCHEDULE AND NEXT STEPS

## LINK OPERATIONS AND MAINTENANCE SATELLITE FACILITY (OMSF)

**We are here**


Environmental Scoping Fall 2012
Sound Transit Board Identifies DEIS Alternatives December 2012
DEIS Analysis 2012-2014
DEIS Published 45-Day Public Review and Comment Period Spring 2014
Sound Transit Board Identifies Preferred Alternative Summer 2014
FEIS Analysis Summer 2014 - Summer 2015
Final EIS Published Summer 2015
Sound Transit Board Selects Project to Build Fall 2015
Federal Record of Decision Fall 2015

DEIS 45-day Public Review and Comment Period. Formal comments collected at public hearing, by mail, and by email. Comment Period: May 9 - June 23, 2014.

DEIS comments are considered by the Sound Transit Board prior to identifying a preferred alternative.

The Final EIS will identify the preferred alternative, selected by the Sound Transit Board, and respond to DEIS comments.

Following the Final EIS, the Sound Transit Board will make a decision on the OMSF alternative to be built.

The Record of Decision (ROD) is issued by the Federal Transit Administration (FTA).

This document describes the proposed project to be built and the alternatives considered, public opportunity to comment, public comments and responses, the basis for the decision to approve the project, mitigation measures required, and documents that the project has met related environmental regulations.

Following the Record of Decision (ROD)
Final Design and Permitting Property Acquisition 2015–2017
Construction 2017–2020
Ready for Operations 2020

**DEIS** = Draft Environmental Impact Statement

**FEIS** = Final Environmental Impact Statement

DEIS Bookmarks 2.10 Next Steps and Schedule

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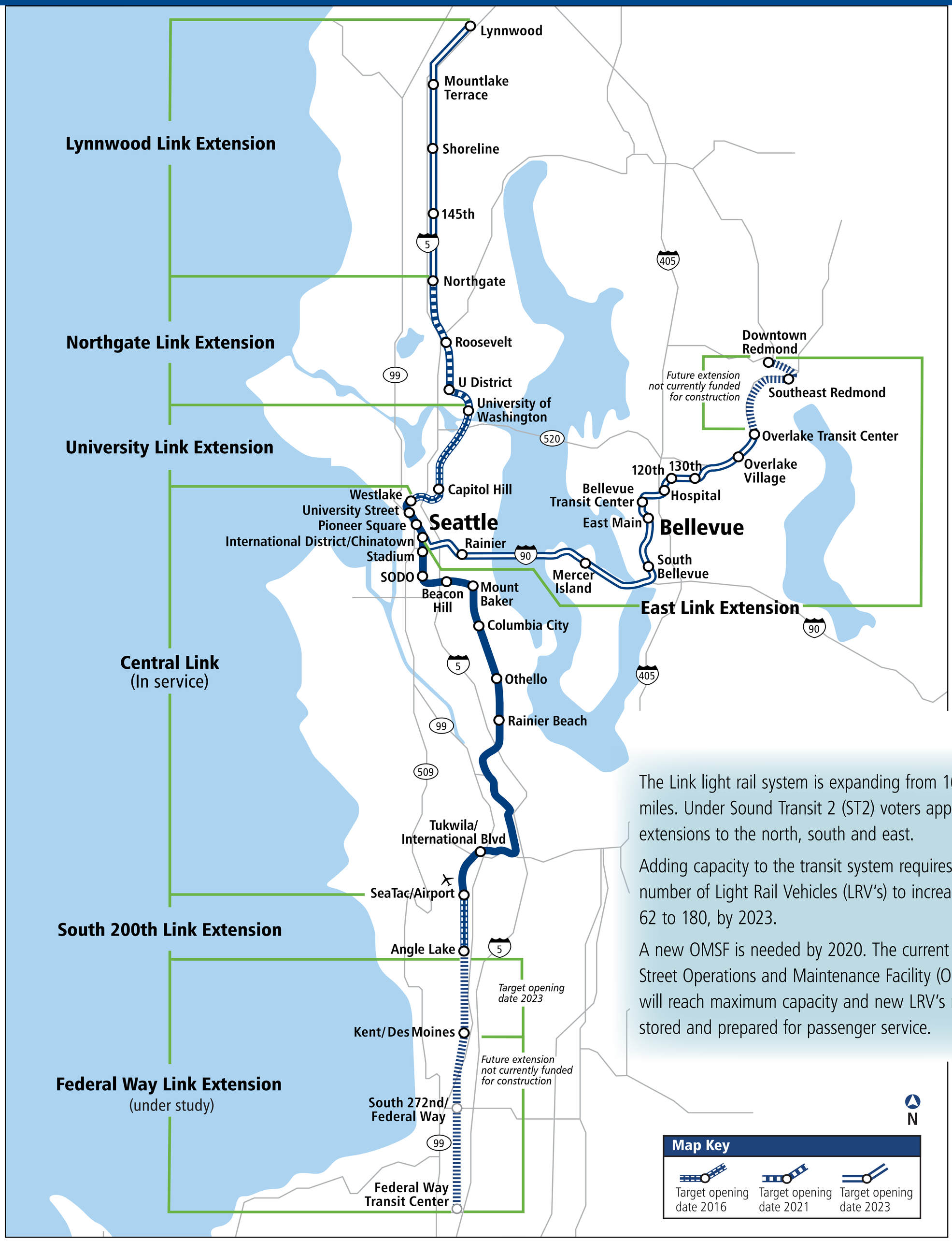
# SYSTEM EXPANSION REQUIRES AN OMSF

## LINK OPERATIONS AND MAINTENANCE SATELLITE FACILITY (OMSF)




The Link light rail system is expanding from 16 to 50 miles. Under Sound Transit 2 (ST2) voters approved extensions to the north, south and east.

Adding capacity to the transit system requires the number of Light Rail Vehicles (LRV's) to increase, from 62 to 180, by 2023.

A new OMSF is needed by 2020. The current Forest Street Operations and Maintenance Facility (OMF) will reach maximum capacity and new LRV's must be stored and prepared for passenger service.

DEIS Bookmarks 2.1-2.2.1 Alternatives Considered: Introduction, Background and Project Development, Core Light Rail Expansion

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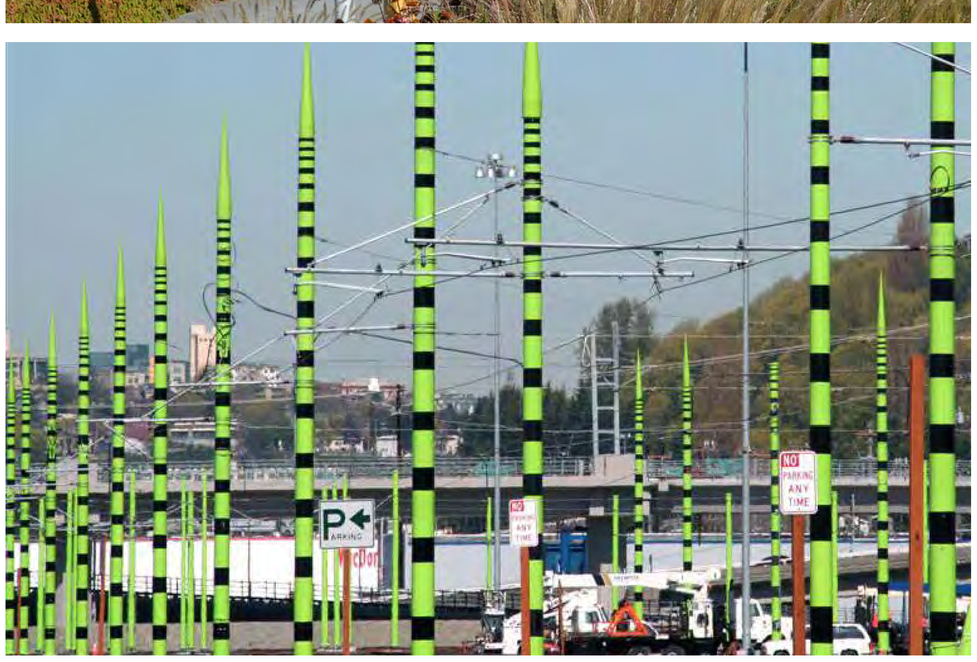
# FACILITY OVERVIEW AND SIMILAR FACILITIES

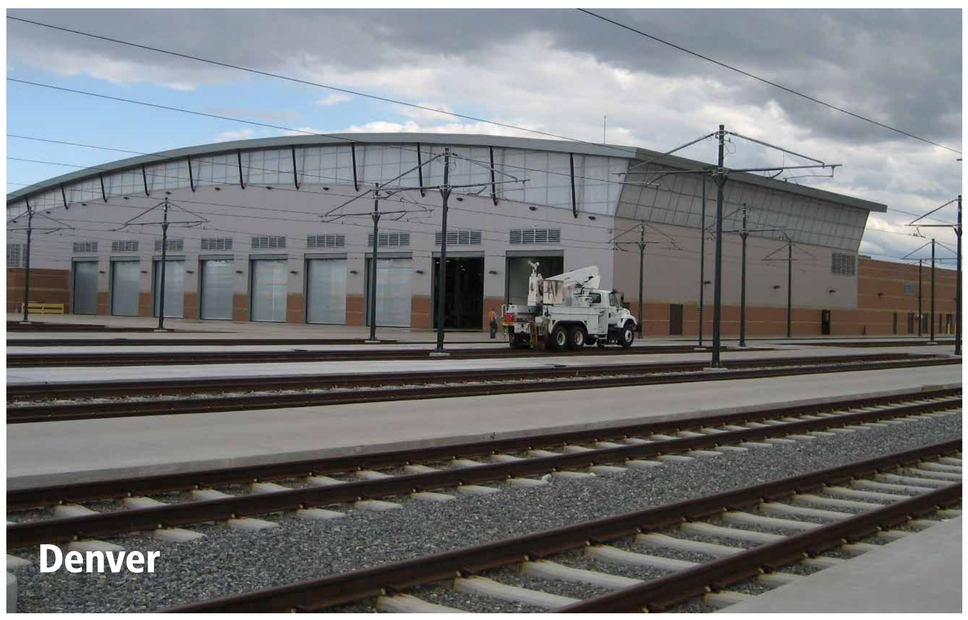
## LINK OPERATIONS AND MAINTENANCE SATELLITE FACILITY (OMSF)

### Current Sound Transit Forest Street O&M Facility (OMF) in SODO Seattle

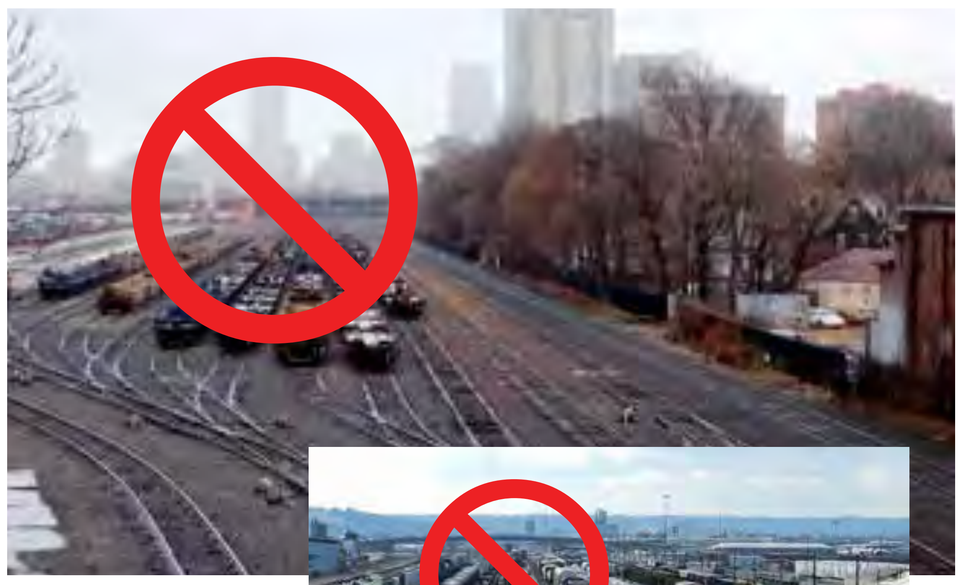



Serves 104 light rail vehicles

### Other light rail facilities built or in final design




### The OMSF is NOT a heavy rail freight yard.




DEIS Bookmarks 2.2.3 OMSF Features

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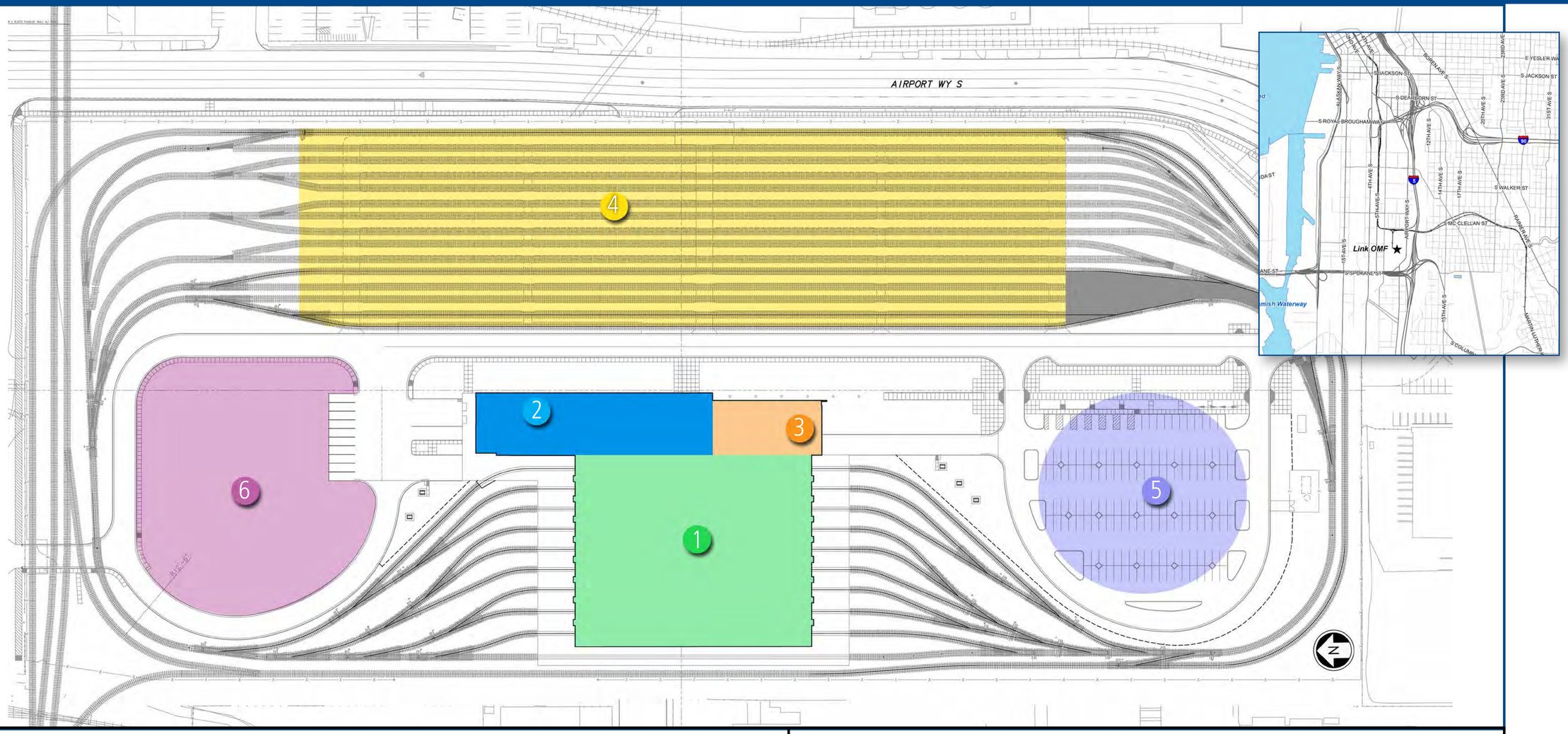
# CURRENT O&M FACILITY OVERVIEW

## LINK OPERATIONS AND MAINTENANCE SATELLITE FACILITY (OMSF)




### Program functions

Storage track for 104 light rail vehicles
Nine service bays plus bay for exterior and interior light rail vehicle cleaning
Daily preventative maintenance inspections
Paint booth
Vehicle overhaul and frame straightening
Component replacement (glass, electrical parts, etc.)
Parts storage
Operator report facility
Staff offices and employee parking
Wheel truing

### Key

1. Vehicle Maintenance
2. Administration, Operations, and Dispatch
3. Component Shop
4. Storage Track
5. Employee Parking
6. Storage Area

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DEIS Bookmarks 2.3.1 OMSF Storage Requirements

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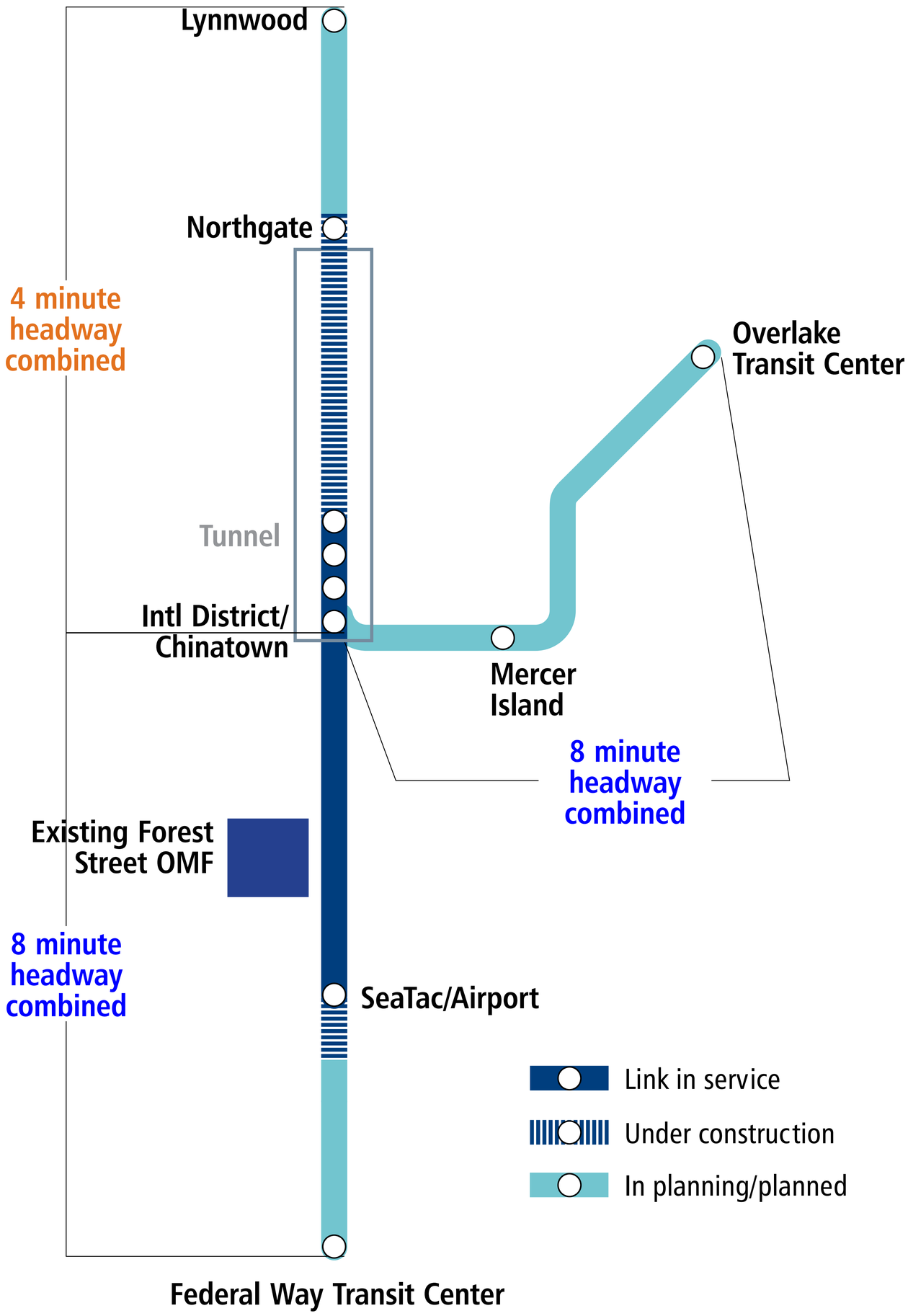
# SITE AND OPERATIONAL REQUIREMENTS

## LINK OPERATIONS AND MAINTENANCE SATELLITE FACILITY (OMSF)

The OMSF's unique physical and operational requirements greatly limit the number of potential sites that can be considered.

### ST2 Operating Plan




DEIS Bookmarks
2.2.2 Link OMSF Corridor Analysis
2.3-2.5 Identifying Potential Alternatives, Storage Requirements, Potential and Suggested Alternatives, No Build, Build Alternatives
3.1.1 Light Rail Transit Operations

### Physical requirements:

Sites must be 20-25 acres, roughly rectangular in shape and close to an existing or future light rail line to support efficient and reliable operations and deployment of light rail vehicles to serve the entire Link system.

### Operational needs and requirements:

**Operating Cost** The OMSF must be located within a transit corridor that minimizes system operating costs.

**Reliability** The transition of light rail vehicles between the OMSF and the passenger line should not negatively affect revenue operations or the available nightly maintenance window for the light rail guideway and systems (1:00 a.m. to 5:00 a.m.).

**Efficiency** Site characteristics and location will minimize excessive vehicle maneuvering to position the trains for morning deployment.

### Link operational assumptions:

**Hours**

Weekdays and Saturdays: 5 a.m. to 1 a.m.
Sundays and holidays: 6 a.m. to 12 a.m.

**Frequencies**

Peak: 8 minutes (4 minutes on combined section)
Off-peak: 10 minutes (5 minutes on combined section)
Early/late: 15 minutes (7.5 minutes on combined section)

**Train length**

4-car trains / light rail vehicles

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# WHAT IS ENVIRONMENTAL REVIEW?

## LINK OPERATIONS AND MAINTENANCE SATELLITE FACILITY (OMSF)

Two major purposes of the environmental review process are better informed decisions and citizen involvement.

### Why prepare a DEIS?

The DEIS is an environmental document prepared pursuant to national and state environmental policy acts. It provides the results of an environmental analysis performed in 2013 and 2014 to examine the impacts of potential OMSF alternatives.

The DEIS informs the public, agencies and decision makers about the consequences of building and operating the OMSF in the cities of Lynnwood and Bellevue.

### The DEIS:

- Describes the alternatives and their potential environmental impacts.
- Provides environmental information to assist decision makers in identifying a preferred alternative.
- Identifies measures to avoid and minimize impacts and, when necessary, mitigate adverse impacts.
- Studies topics such as land use, visual quality, noise, ecosystems, social and community impacts, and parklands for each alternative.
- Sets in motion a 45-day public comment period providing the opportunity for the public to review and comment on the environmental analysis.

### What's Inside?


**Draft EIS contents**
**Summary**
**Chapter 1:** Purpose and Need for the Project
**Chapter 2:** Alternatives Considered
**Chapter 3:** Affected Environment and Environmental Consequences
**Chapter 4:** Alternatives Analysis


Pick up a "**Community Guide to the DEIS**" to learn more!

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Community Guide to the Draft Environmental Impact Statement (DEIS)

**Operations and Maintenance Satellite Facility**

June 2014

**ATTEND AN OPEN HOUSE AND PUBLIC HEARING**
5 to 7:30 p.m. (hearing begins at 6 p.m.)

**June 3, 2014—Lynnwood**
Lynnwood Convention Center, 3711 196th Street SW
Lynnwood, WA 98036

**June 5, 2014—Bellevue**
Coast Bellevue Hotel, 625 116th Avenue NE
Bellevue, WA 98004

**Project overview**

Sound Transit is greatly expanding the Link light rail system in King and Snohomish counties as part of the voter-approved Sound Transit 2 Plan.

But extending the current 16-mile system to about 50 miles requires tripling the existing light rail fleet. The light rail Operations & Maintenance Facility (OMF), located in the SODO area of Seattle, is not large enough to handle the additional vehicles.

So, a new Operations & Maintenance Satellite Facility (OMSF) is necessary to minimize operating costs and support efficient and reliable service, which will ultimately take riders all the way to Lynnwood in the north, Bellevue and Redmond in the east and Kent/Des Moines in the south.

The OMSF is needed to store, maintain and dispatch light rail vehicles for daily service. It will also be used for preventative maintenance inspections, light and emergency maintenance as well as interior and exterior vehicle cleaning.

In December 2012, the Sound Transit Board identified four potential locations for building and operating the satellite OMSF: one site in Lynnwood and three in Bellevue. The pool of potential sites is limited because of the OMSF's unique physical and operational requirements. For example, sites must be 20 to 25 acres, roughly rectangular in shape and near an existing or future light rail line. Operational requirements include minimizing system operating costs, preserving the daily vehicle maintenance window and ensuring that Sound Transit can provide service at peak commute times.

On May 9, 2014, Sound Transit and the Federal Transit Administration released the Link Light Rail Operations and Maintenance Satellite Facility Draft Environmental Impact Statement (EIS) that studies the four alternative sites and a no-build option. In compliance with federal and state regulations, the Draft EIS presents a detailed analysis of project impacts for each alternative and identifies potential mitigation measures for adverse effects.

**What is an Environmental Impact Statement (EIS)?**

An EIS:

- Describes potential environmental impacts and benefits of the project and alternatives under consideration.
- Proposes actions that will help mitigate unavoidable impacts.
- Enables decision-makers to identify the solution that best meets the project purpose.
- Provides the public and other agencies with an opportunity to review and comment on project impacts and proposed alternatives.

The EIS is first issued as a draft document to allow for review and comment. Following the public comment period, the Sound Transit Board will consider the Draft EIS findings, public and agency comments and other information before identifying a preferred alternative. The preferred alternative will be described in the Final EIS along with the other alternatives. The Final EIS will also document and address comments received on the Draft EIS.

Once the Final EIS is published, the Sound Transit Board will amend or confirm the preferred alternative. After the Board's decision, the FTA will issue a document referred to as the federal record of decision (ROD).

Sound Transit plans, builds, and operates regional transit systems and services to improve mobility for Central Puget Sound.
Sound Transit | 401 S. Jackson St. | Seattle, WA 98104-2826 | 1-800-201-4900 / TTY Relay: 711 | omsf@soundtransit.org | soundtransit.org



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# LEARNING MORE ABOUT IMPACTS

## LINK OPERATIONS AND MAINTENANCE SATELLITE FACILITY (OMSF)

The DEIS analyzes and reviews the affected environment and environmental consequences for various resources. The analysis considers the impacts of not building an OMSF, describes the effect of each alternative, and explains major steps in the environmental evaluation process.

| **The environmental resources analyzed in the DEIS** | **Chapter.Section** |
|---|---|
| Transportation | 3.1 |
| Acquisitions, Displacements, and Relocations | 3.2 |
| Land Use | 3.3 |
| Economics | 3.4 |
| Social Impacts, Community Facilities, and Neighborhoods | 3.5 |
| Visual and Aesthetic Resources | 3.6 |
| Air Quality and Greenhouse Gases | 3.7 |
| Noise and Vibration | 3.8 |
| Ecosystems | 3.9 |
| Water Resources | 3.10 |
| Energy | 3.11 |
| Geology and Soils | 3.12 |
| Hazardous Materials | 3.13 |
| Electromagnetic Fields | 3.14 |
| Public Services | 3.15 |
| Utilities | 3.16 |
| Historic and Archaeological Resources | 3.17 |
| Parklands and Open Space | 3.18 |

DEIS Bookmarks 3.0 Affected Environment and Environmental Consequences:
An analysis of impacts for each alternative considered by impact type

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# ENVIRONMENTAL COMMITMENTS AND COMPLIANCE

## LINK OPERATIONS AND MAINTENANCE SATELLITE FACILITY (OMSF)

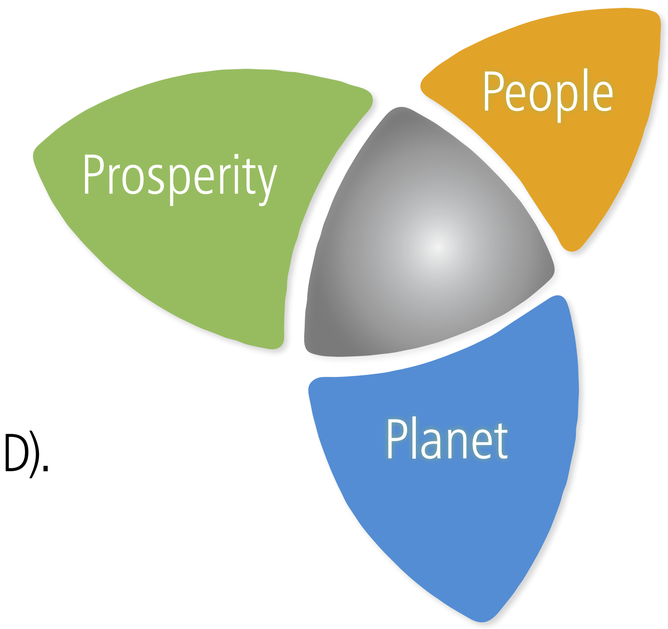
**Sound Transit is committed to protecting the environment for present and future generations, and satisfying applicable federal, state, and local environmental regulations.**

Throughout planning, design, construction, and operations we aim to:

- Be in full compliance with all environmental laws and regulations.
- Exceed compliance through self-assessment, continuous improvement, and innovation.
- Promote stewardship through restoration, mitigation, corrective action and monitoring.
- Avoid adverse impacts though preventative measures, resource conservation, and by managing risk.
- Build lasting relationships with the public that share the environmental benefit of our transit system.

The Environmental Review Process:

- Identifies potential measures to avoid, minimize, or mitigate impacts in the DEIS.
  - If impacts remain, Sound Transit would implement mitigation measures to reduce these impacts.
- Documents all mitigation commitments in the Record of Decision (ROD).




DEIS Bookmarks 2.8 Environmental Commitments and Sustainability

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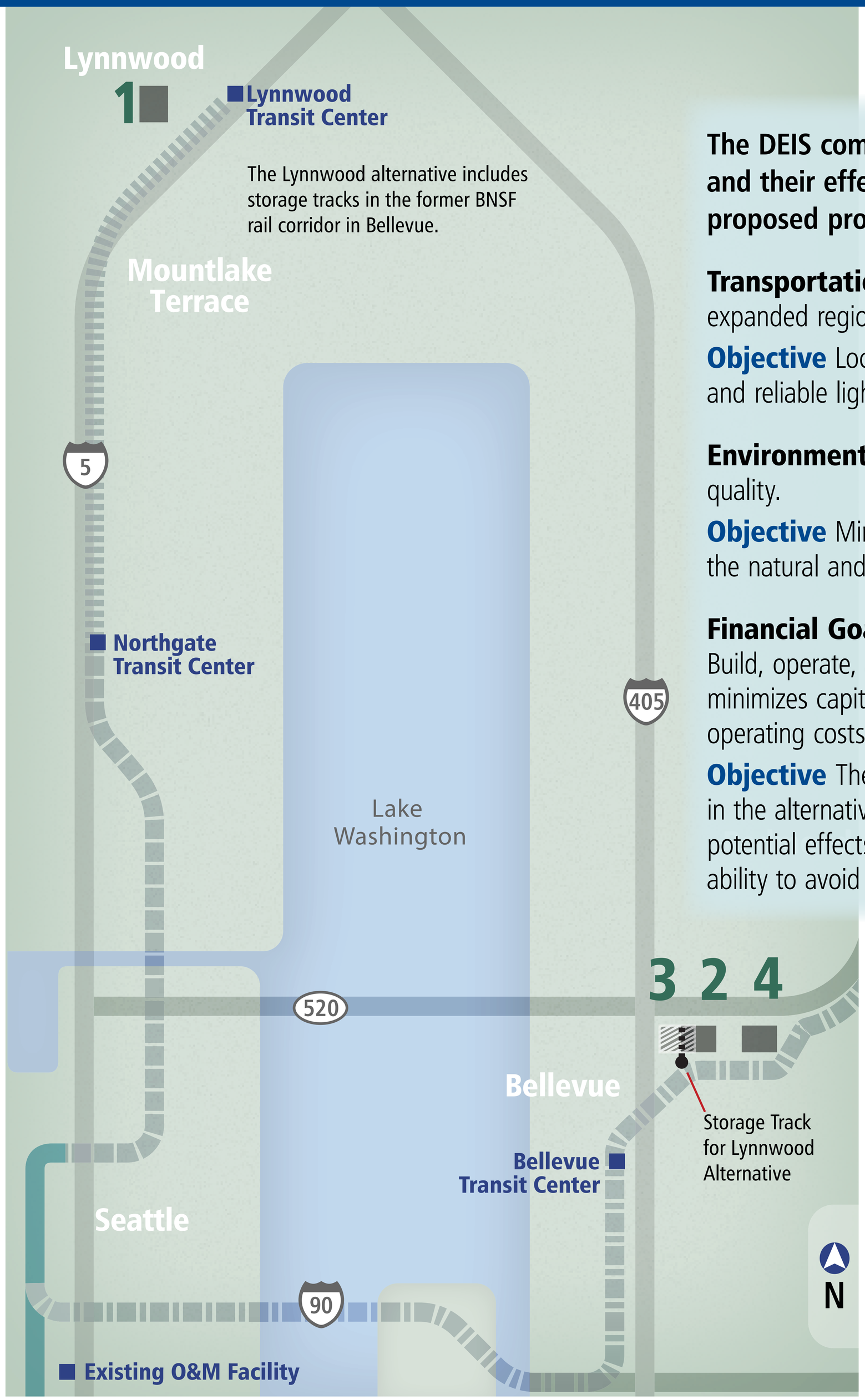
# OVERVIEW OF PROJECT GOALS AND OBJECTIVES

## LINK OPERATIONS AND MAINTENANCE SATELLITE FACILITY (OMSF)




**The DEIS compares OMSF alternatives and their effectiveness in addressing the proposed project's goals and objectives.**

**Transportation Goal** Facilitate operation of the expanded regional Link light rail system.

**Objective** Locate a facility to provide efficient and reliable light rail service.

**Environment Goal** Preserve environmental quality.

**Objective** Minimize potential adverse impacts on the natural and built environment.

**Financial Goal** Achieve financial feasibility. Build, operate, and maintain a facility that minimizes capital, construction, and annual system operating costs.

**Objective** The DEIS takes into account differences in the alternative locations, facility designs, and potential effects on the environment, including the ability to avoid or mitigate environmental impacts.

DEIS Bookmarks 1.1-1.3 Purpose, Project Vicinity, Need, Goals and Objectives

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# ALTERNATIVES COMPARISON

## LINK OPERATIONS AND MAINTENANCE SATELLITE FACILITY (OMSF)

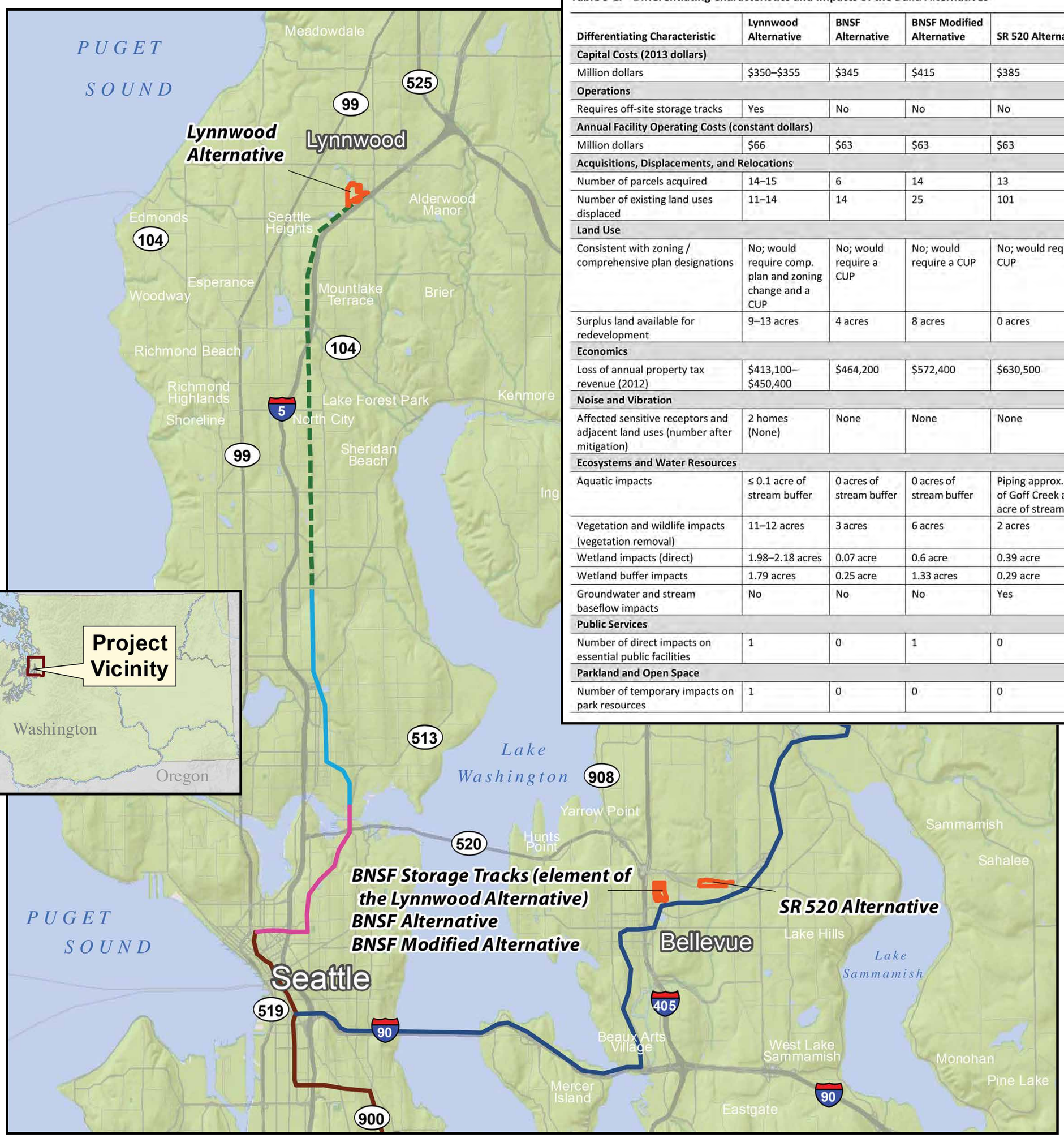


**Table S-1. Differentiating Characteristics and Impacts of the Build Alternatives**

| Differentiating Characteristic | Lynnwood Alternative | BNSF Alternative | BNSF Modified Alternative | SR 520 Alternative |
|---|---|---|---|---|
| **Capital Costs (2013 dollars)** | | | | |
| Million dollars | $350–$355 | $345 | $415 | $385 |
| **Operations** | | | | |
| Requires off-site storage tracks | Yes | No | No | No |
| **Annual Facility Operating Costs (constant dollars)** | | | | |
| Million dollars | $66 | $63 | $63 | $63 |
| **Acquisitions, Displacements, and Relocations** | | | | |
| Number of parcels acquired | 14–15 | 6 | 14 | 13 |
| Number of existing land uses displaced | 11–14 | 14 | 25 | 101 |
| **Land Use** | | | | |
| Consistent with zoning / comprehensive plan designations | No; would require comp. plan and zoning change and a CUP | No; would require a CUP | No; would require a CUP | No; would require a CUP |
| Surplus land available for redevelopment | 9–13 acres | 4 acres | 8 acres | 0 acres |
| **Economics** | | | | |
| Loss of annual property tax revenue (2012) | $413,100–$450,400 | $464,200 | $572,400 | $630,500 |
| **Noise and Vibration** | | | | |
| Affected sensitive receptors and adjacent land uses (number after mitigation) | 2 homes (None) | None | None | None |
| **Ecosystems and Water Resources** | | | | |
| Aquatic impacts | ≤ 0.1 acre of stream buffer | 0 acres of stream buffer | 0 acres of stream buffer | Piping approx. 700 feet of Goff Creek and 0.64 acre of stream buffer |
| Vegetation and wildlife impacts (vegetation removal) | 11–12 acres | 3 acres | 6 acres | 2 acres |
| Wetland impacts (direct) | 1.98–2.18 acres | 0.07 acre | 0.6 acre | 0.39 acre |
| Wetland buffer impacts | 1.79 acres | 0.25 acre | 1.33 acres | 0.29 acre |
| Groundwater and stream baseflow impacts | No | No | No | Yes |
| **Public Services** | | | | |
| Number of direct impacts on essential public facilities | 1 | 0 | 1 | 0 |
| **Parkland and Open Space** | | | | |
| Number of temporary impacts on park resources | 1 | 0 | 0 | 0 |

### Each site characterized by:

- Cost and operational issues
- Land use and economics
- Natural resources

### Findings common to all alternatives:

- Sites not permitted outright by zoning
- Requires Conditional Use Permit
- No noise impacts
- No traffic impacts

*BNSF: Burlington Northern Santa Fe

DEIS Bookmarks 2.9 Funding and Estimated Costs
4.0 Alternatives Analysis Table
4-2 Differentiating Characteristics and Impacts of the Build Alternatives

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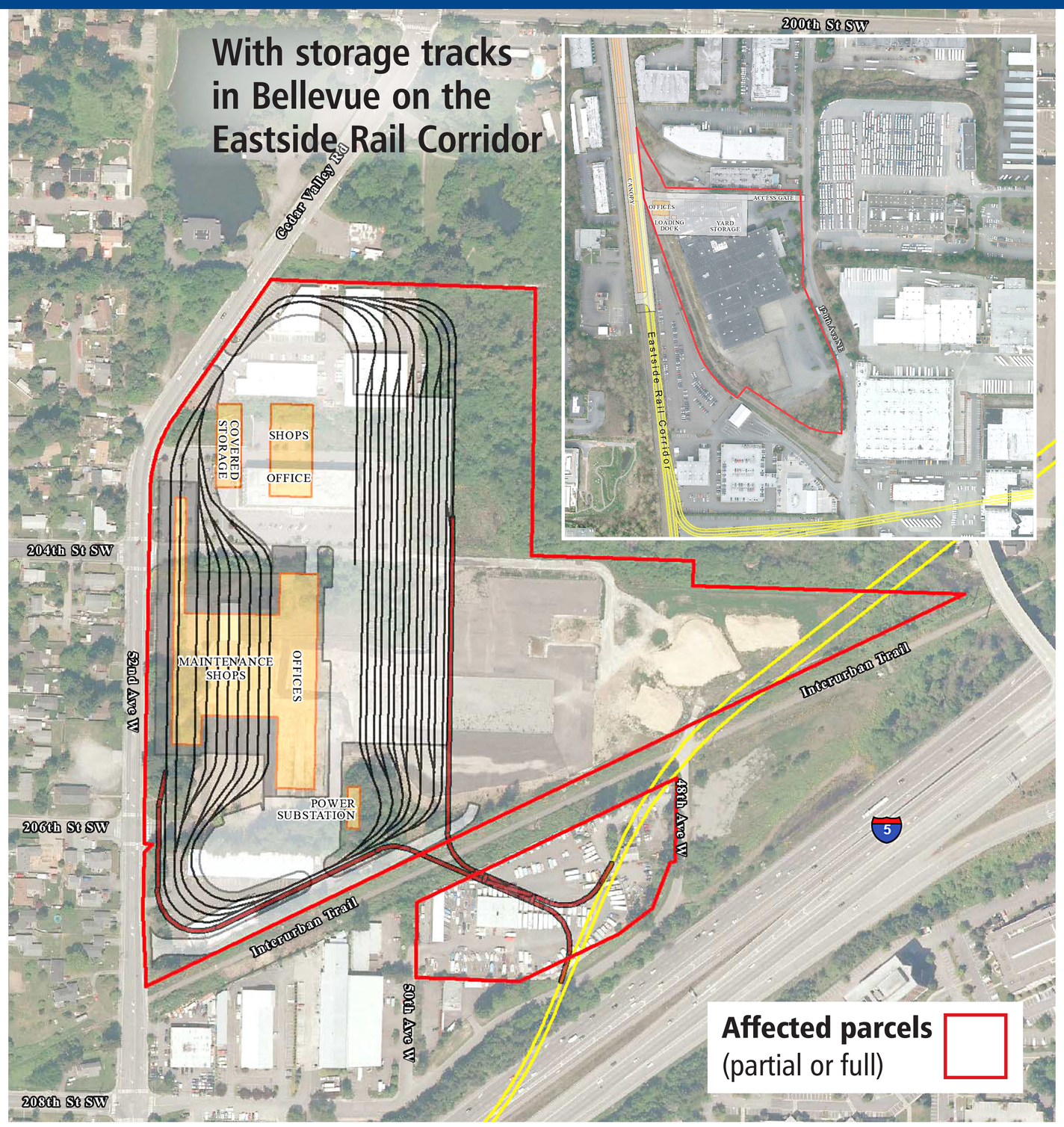
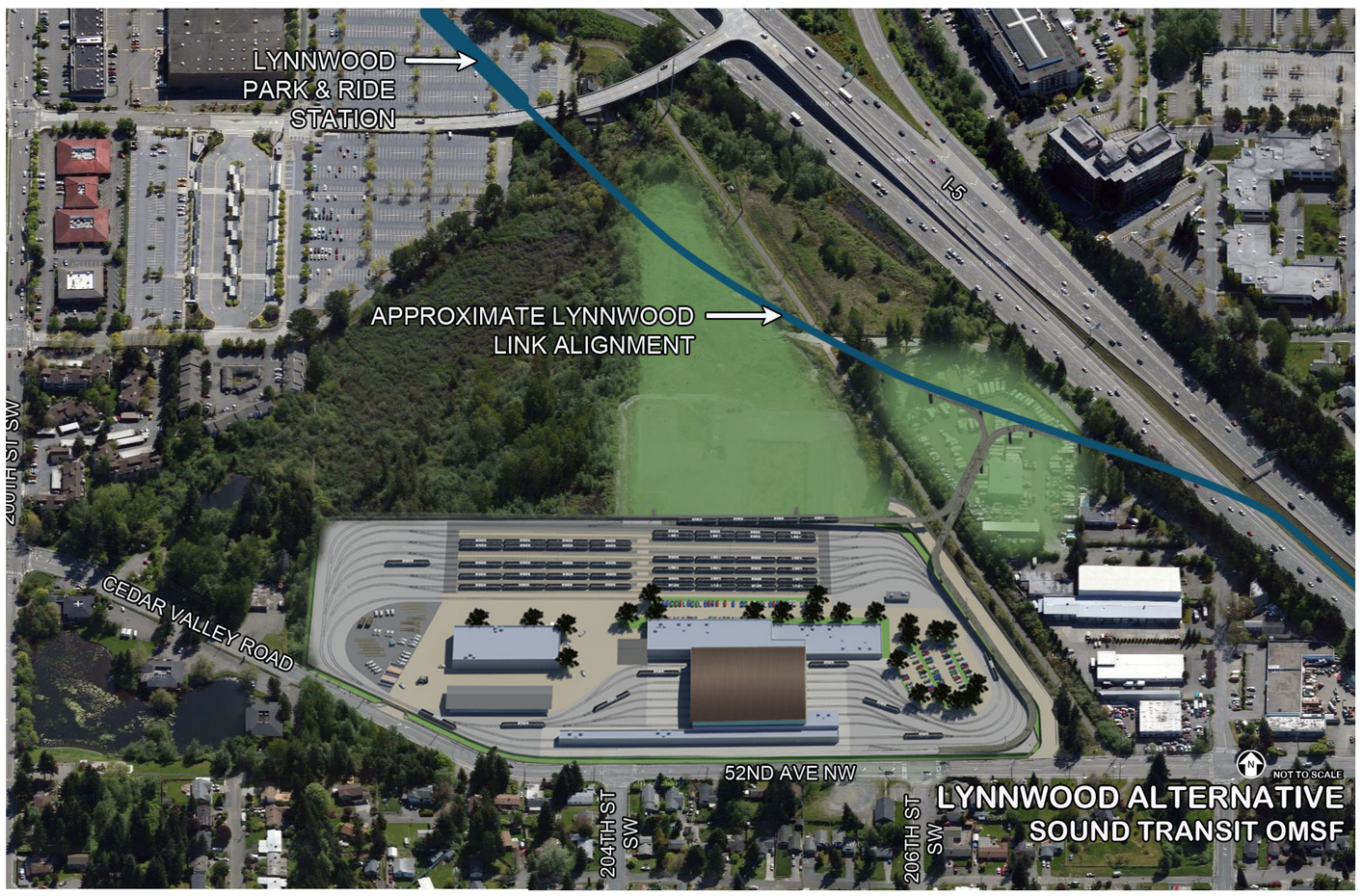
# LYNNWOOD ALTERNATIVE

## LINK OPERATIONS AND MAINTENANCE SATELLITE FACILITY (OMSF)




| | |
|---|---|
| Estimated Capital Costs (2013 dollars) Million Dollars | $350–$355 |
| Annual Facility Operating Costs (constant dollars) Million Dollars<br>* Increase from other alternatives is due to off-site storage tracks | $66 |
| Number of parcels acquired | 14–15 |
| Number of existing land uses displaced | 11-14 |
| Number of direct impacts on essential public facilities | 1 |
| Noise and Vibration - Affected sensitive receptors (number after mitigation) | 2 homes (None) |
| Number of temporary impacts on park resources | 1 |

## Site Characteristics

**Location:** North of I-5 and east of 52nd Avenue/W Cedar Valley Road in the City of Lynnwood

**Approximate Footprint:** 24 acres

**Land Acquisition:** 37 to 41 acres

**Available for Redevelopment:** Approximately 9 to 13 acres

**Affiliated Facilities:** The Lynnwood Alternative for the OMSF also includes LRV storage, operator report facilities, and interior cleaning functions for up to 32 Light Rail Vehicles at a separate location (referred to as the BNSF Storage Tracks, a component of the Lynnwood Alternative).

- BNSF Storage Tracks Location: North of NE 12th Street and south of SR 520 in the City of Bellevue on the railbanked Eastside Rail Corridor * BNSF: Burlington Northern Santa Fe

## Costs and Operational Issues

- Third highest capital costs
- Highest annual operating costs
- Requires storage tracks in Bellevue
- Longer off-peak evening headways

## Land Use and Economics

- Adjacent to residential neighborhood
- Inconsistent with zoning (Business/ Technical Park on north half)
- Displaces up to 14 businesses
- Impact to Edmonds School District plans

## Natural Resources

- Greatest impacts on wetlands (> 2 acres fill)
- Greatest impact on vegetation and habitat (up to 12 acres)

DEIS Bookmarks 2.5.1 Lynnwood Alternative
4.1 Alternatives Effectiveness at Meeting the Goals and Objectives: Transportation, Environmental, Financial

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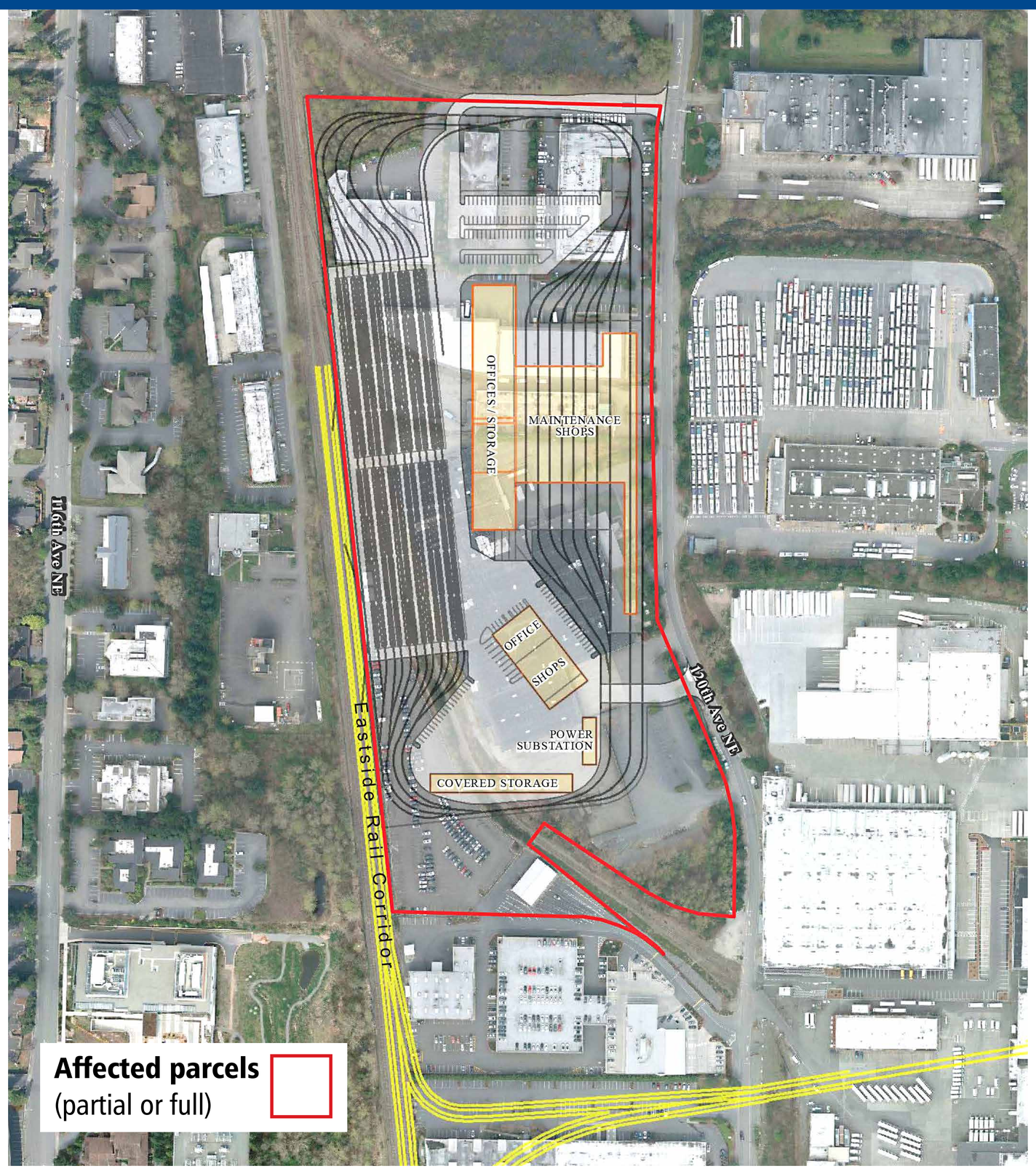
# BNSF ALTERNATIVE

## LINK OPERATIONS AND MAINTENANCE SATELLITE FACILITY (OMSF)



| | |
|---|---|
| Estimated Capital Costs (2013 dollars) Million Dollars | $345 |
| Annual Facility Operating Costs (constant dollars) Million Dollars | $63 |
| Number of parcels acquired | 6 |
| Number of existing land uses displaced | 14 |
| Number of direct impacts on essential public facilities | 0 |
| Noise and Vibration - Affected sensitive receptors | None |
| Number of temporary impacts on park resources | 0 |

*BNSF: Burlington Northern Santa Fe

### Site Characteristics

**Location:** Between the Eastside Rail Corridor on the west and 120th Avenue NE on the east, south of SR 520 and north of NE 12th Street in the City of Bellevue

**Approximate Footprint:** 23 acres

**Land Acquisition:** 27 acres (including 2 acres of Eastside Rail Corridor now under Sound Transit ownership, and is located along the adopted East Link revenue line northwest of the 120th Avenue NE station)

**Available for Redevelopment:** Approximately 4 acres

**Affiliated Facilities:** None

### Costs and Operational Issues

- Lowest capital costs
- Same operating costs as other Bellevue options
- No operational constraints

### Land Use and Economics

- Inconsistent with zoning (mixed use); proximity to 120th Station
- Displace approximately 14 businesses

### Natural Resources

- Least impacts on wetlands and stream buffers

DEIS Bookmarks 2.5.2 BNSF Alternative
4.1 Alternatives Effectiveness at Meeting the Goals and Objectives: Transportation, Environmental, Financial

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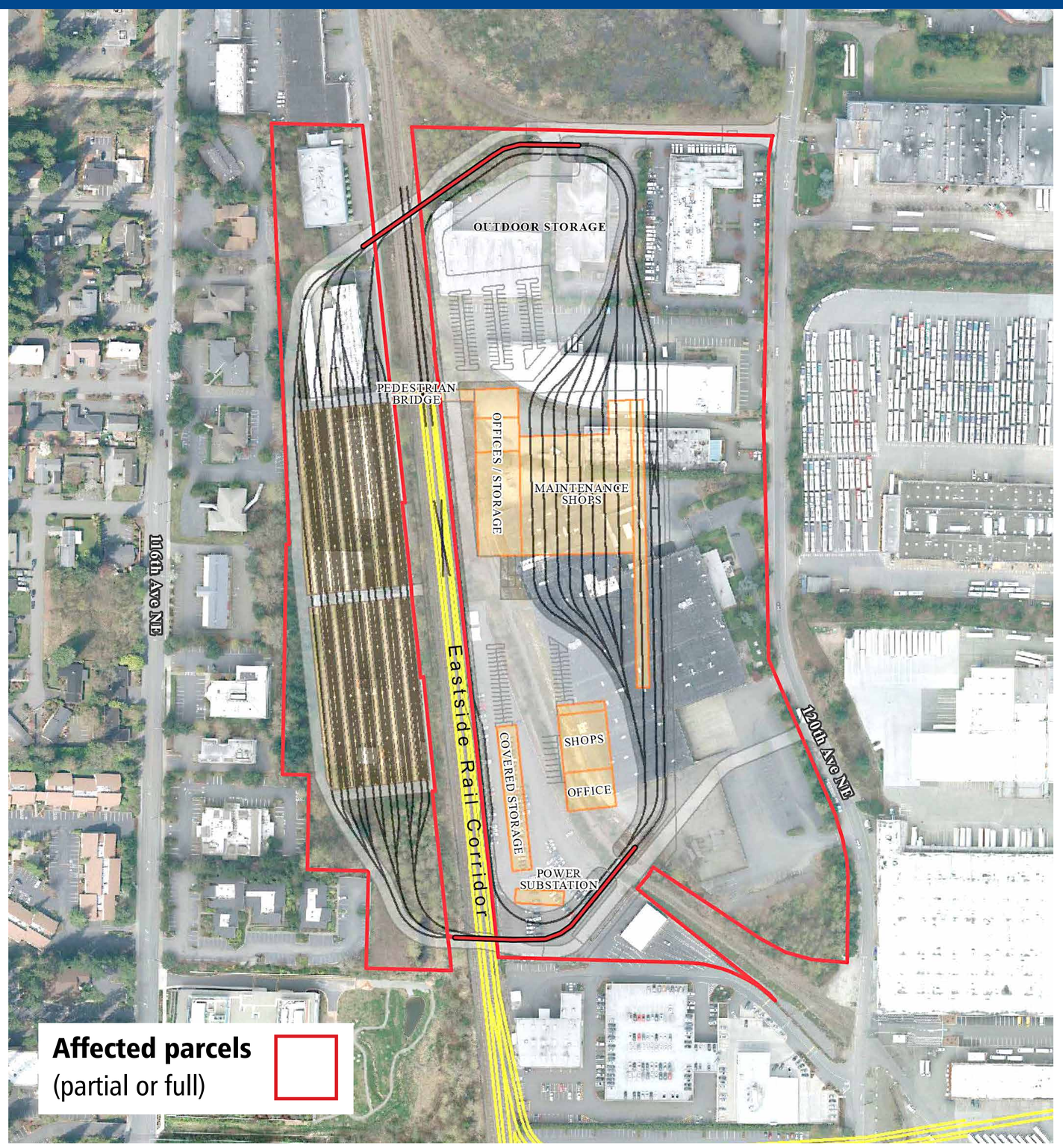
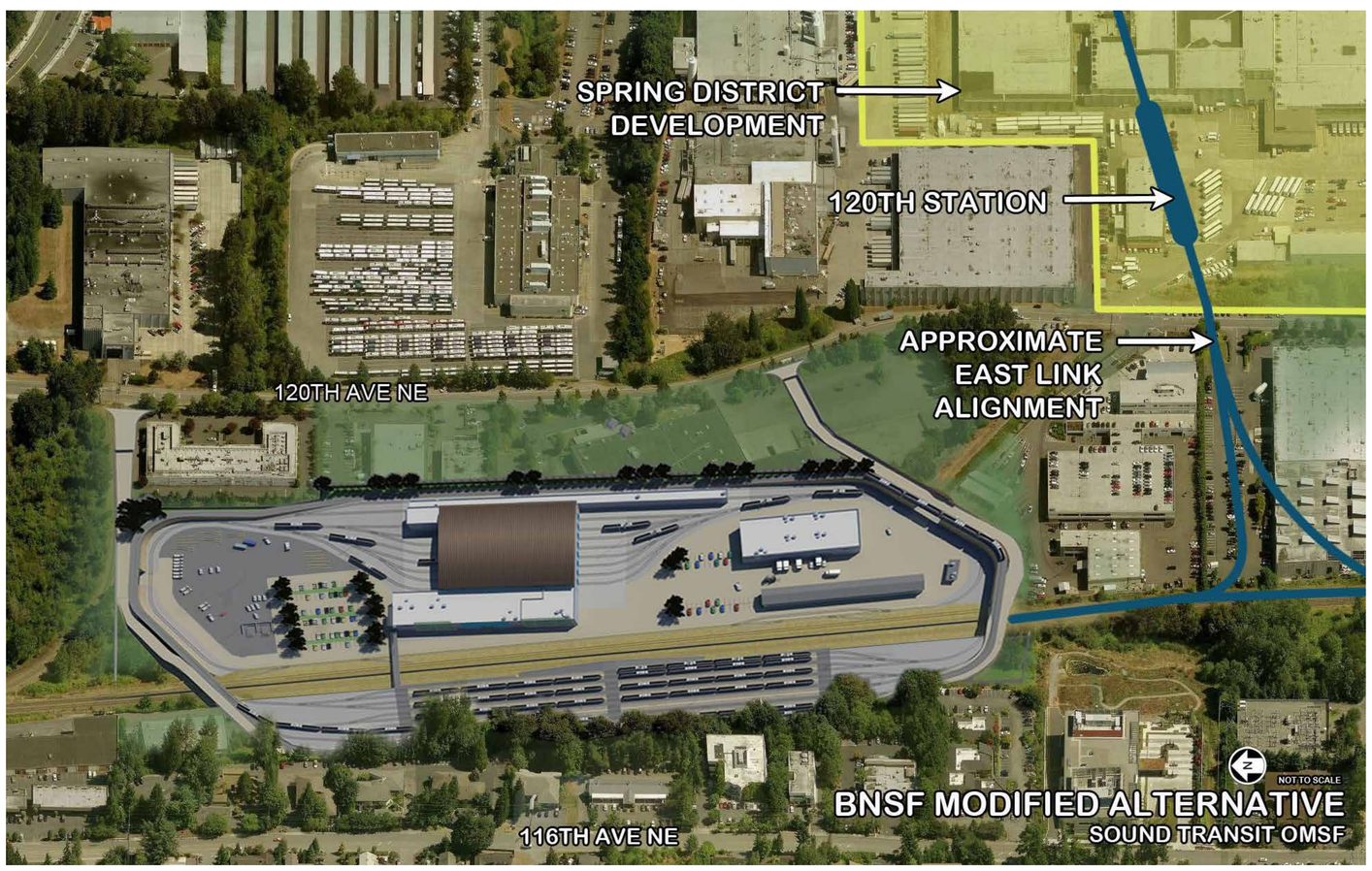
# BNSF MODIFIED ALTERNATIVE

## LINK OPERATIONS AND MAINTENANCE SATELLITE FACILITY (OMSF)




| | |
|---|---|
| Estimated Capital Costs (2013 dollars) Million Dollars | $415 |
| Annual Facility Operating Costs (constant dollars) Million Dollars | $63 |
| Number of parcels acquired | 14 |
| Number of existing land uses displaced | 25 |
| Number of direct impacts on essential public facilities | 1 |
| Noise and Vibration - Affected sensitive receptors | None |
| Number of temporary impacts on park resources | 0 |

*BNSF: Burlington Northern Santa Fe

### Site Characteristics

**Location:** On both sides of the Eastside Rail Corridor west of 120th Avenue NE on the east, south of SR 520 and north of NE 12th Street in the City of Bellevue

**Approximate Footprint:** 24 acres

**Land Acquisition:** 34 acres (including 2 acres of Eastside Rail Corridor now under Sound Transit ownership)

**Available for Redevelopment:** Approximately 8 acres

**Affiliated Facilities:** None

### Costs and Operational Issues

- Highest capital costs
- Same operating costs as all Bellevue options
- No operational constraints

### Land Use and Economics

- Inconsistent with zoning (mixed use); proximity to 120th Station
- Displace approximately 25 businesses
- Displace Public Safety Training Center

### Natural Resources

- Least impacts (same as BNSF) on wetlands and stream buffers

Design recognizes the requirement of the railbanked Eastside Rail Corridor to accommodate a future trail, freight, or passenger rail use. The storage tracks would be located west of the rail corridor, and facilities to the east, leaving the frontage area along 120th Avenue NE available for other development.

DEIS Bookmarks 2.5.3 BNSF Modified Alternative
4.1 Alternatives Effectiveness at Meeting the Goals and Objectives: Transportation, Environmental, Financial

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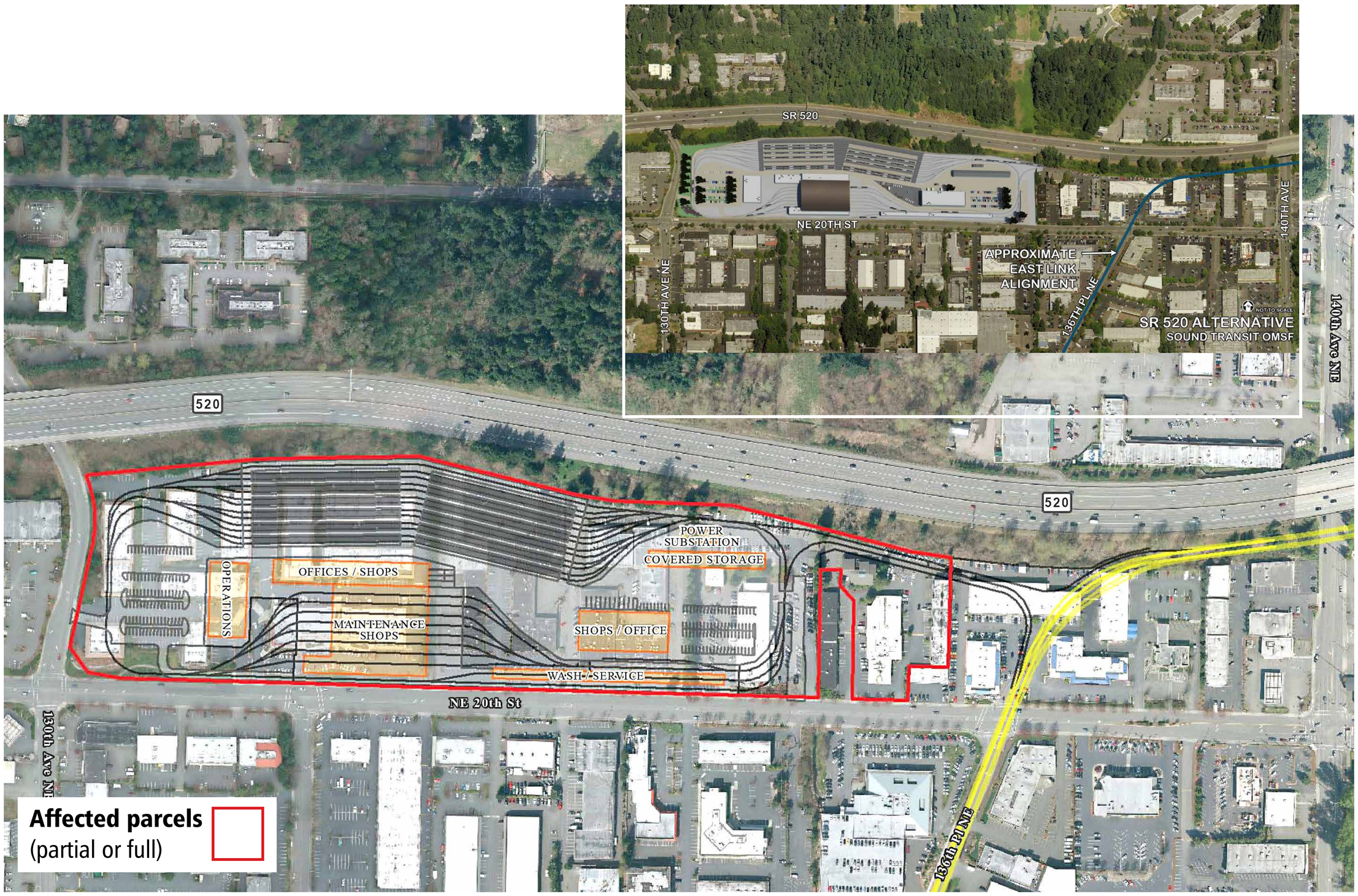
# SR520 ALTERNATIVE

## LINK OPERATIONS AND MAINTENANCE SATELLITE FACILITY (OMSF)




| | |
|---|---|
| Estimated Capital Costs (2013 dollars) Million Dollars | $385 |
| Annual Facility Operating Costs (constant dollars) Million Dollars | $63 |
| Number of parcels acquired | 13 |
| Number of existing land uses displaced | 101 |
| Number of direct impacts on essential public facilities | 0 |
| Noise and Vibration - Affected sensitive receptors (number after mitigation) | None |
| Number of temporary impacts on park resources | 0 |

### Site Characteristics

**Location:** south of SR 520 and north of Northup Way/ NE 20th Street, east of 130th Avenue NE and west of 140th Avenue NE in the City of Bellevue

**Approximate Footprint:** 25 acres

**Land Acquisition:** 25 acres

**Available for Redevelopment:** OMSF development footprint encompasses the entire site, leaving no substantial area for redevelopment.

**Affiliated Facilities:** None

Primary access to the site would be directly off of NE 20th Street west of 136th Place NE. The configuration of buildings under this alternative would vary from the other alternatives in that the operations offices would be in a separate building to the west of the LRV maintenance shops, and the LRV covered wash and service bay would be in a separate building east of the LRV maintenance shops

### Costs and Operational Issues

- Second highest capital costs
- Same operating costs as other Bellevue site alternatives
- Potential lower operating speed on mainline track

### Land Use and Economics

- Adjacent to SR520 and retail commercial uses
- Inconsistent with zoning (general commercial)
- Greatest number of business displacements (approximately 101)

### Natural Resources

- Greatest impact on streams (Goff Creek)

DEIS Bookmarks 2.5.4 SR520 Alternative
4.1 Alternatives Effectiveness at Meeting the Goals and Objectives: Transportation, Environmental, Financial

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# WORKING WITH PROPERTY OWNERS

## LINK OPERATIONS AND MAINTENANCE SATELLITE FACILITY (OMSF)

Ongoing Property Owner Outreach

We are here

**Environmental Review**

**Property owners contacted prior to the publication of the Draft Environmental Impact Statement (EIS), and Final EIS.**

Sound Transit's Real Property Acquisition and Relocation Policy, Procedures, and Guidelines to guide the agency's compliance with all state and federal codes and requirements.

**Final Design**

### Field Work

- During final design, Sound Transit will test soil conditions and ground water levels, conduct field surveys, and perform utility locates.
- This work will require individual rights-of-entry within public and private properties. All properties requiring rights-of-entry will be contacted by Sound Transit representatives.

**60% Design**

### Property Acquisition Process

Typically, after the 60% design milestone, the Sound Transit Board approves right-of-way authorization identifying which properties will be necessary to build and operate the project.

#### 1. Right-of-Way Identified

Real property personnel work with civil engineers to identify full or/and partial property needed to build project.

#### 2. Board Meeting Notice

Sound Transit will notify property owners of the Sound Transit Board meeting where the Board will consider authorizing property purchases.

#### 3. Appraisal/Review Process

Independent appraiser contacts property owner to schedule appraisal. Appraisal will then be reviewed by Sound Transit to determine compensation for property.

#### 4. Written Offer

Property owner receives written offer with copy of reviewed appraisal. Sound Transit will make reasonable efforts to aquire real property expeditiously through voluntary agreements based on appraised fair market value.

#### 5. Conclude Property Purchase

Sound Transit purchases property.

**Start Construction**

### Start Construction

- Sound Transit is committed to maintaining open communication with nearby property owners before and during construction.
- There will be multiple public involvement opportunities and ways to stay informed throughout construction.
- Sound Transit will work with property owners throughout construction to facilitate access during construction sequencing.

DEIS Bookmarks 3.2 Acquisitions, Displacements, and Relocations

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JUNE 2014